

THE INDEPENDENT.

VOL. IX.

HONOLULU, H. I., THURSDAY, JULY 13, 1899.

No. 1250.

Oceanic Steamship Company.

TIME TABLE:

The Fine Passenger Steamers of This Line Will Arrive and Leave This Port as Hereunder.

FROM SAN FRANCISCO:

AUSTRALIA.....JULY 10
MARIPOSA.....JULY 19
AUSTRALIA.....AUG. 2
MOANA.....AUG. 16
AUSTRALIA.....AUG. 30
ALAMEDA.....SEPT. 13
AUSTRALIA.....SEPT. 27
MARIPOSA.....OCT. 11
AUSTRALIA.....OCT. 25

FOR SAN FRANCISCO:

AUSTRALIA.....JULY 14
MOANA.....JULY 21
AUSTRALIA.....AUG. 8
ALAMEDA.....AUG. 18
AUSTRALIA.....SEPT. 5
MARIPOSA.....SEPT. 15
AUSTRALIA.....OCT. 3
MOANA.....OCT. 13
AUSTRALIA.....OCT. 31

In connection with the sailing of the above steamers, the Agents are prepared to issue, to intending passengers, coupon through tickets by any railroad from San Francisco, to all points in the United States, and from New York by any steamship line to all European ports.

For further particulars apply to

Wm. G. Irwin & Co.

LIMITED

General Agents Oceanic S. S. Company.

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KING AND BEHEL STREETS.

The combined stocks of Castle & Cooke and the Pacific Hardware Company give us the most complete and best assorted line of goods in Honolulu. We shall at present continue business at the old stand of Castle & Cooke and shall carry a stock or

General Merchandise,

Hardware and Household Supplies,
Art Goods and Artistic Supplies.

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We are prepared to Estimate on Scales
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— IMPORTERS OF —

General Merchandise

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display of goods for presents or for
personal use and adornment.
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MIXTURE OF THE RACES.

Plain Words of a Negro in Reply to
Governor Northern.

BOSTON, Mass., June 13—Joseph W. Anderson, of Providence, founder of the American Protective League, an organization of colored people for the securing of their rights, delivered an address in the Park Street Church to-day, in which he replied to the recent speech of ex-Governor Northern, of Georgia, with reference to the Southern outrages upon colored people. Said Mr. Henderson:

"It is not necessary at this time for me to make any reply to Governor Northern's dramatic defense of human slavery. Had I been an owner of human beings and man killing dogs, as he has been, and since written my name among the followers of Christ, I would have felt more like coming up to the altar of repentance at this stage of reform than to have come to one of the greatest cities in the world with a type-written defense of the most cruel institutions of human debauchery ever known to civilized or savage man. Were it not that it was in Georgia that my poor mother was born; there that she tremblingly obeyed the slave master's whip and felt the slave hound's bite; there that she was sold and deported for life from her blood and kin, I would not stoop to dignify Governor Northern's pro-slavery utterances even with a sneer.

IN PROGRESS TWO HUNDRED YEARS.

Governor Northern says that miscegenation by law will never take place in the South. But miscegenation in the South has already taken place. It has been on the road over 200 hundred years. Not miscegenation by laws, but by brute force, which is the very worst form of law.

"Who started it? Not the negroes, I am sure; nor was it the poor white trash. It was the blue-vein aristocracy of the South that broke over the fence, defied all laws, and the result is we have black negroes and white negroes, some of them as white as Governor Northern. The increase of miscegenation in the South is due chiefly to three causes—namely, force, financial persecution, and discernible willingness on the part of both sexes of both races.

"One seldom hears of the wholesale assaults that Southern white men are making upon colored women, but they are as constant as the rising and setting of the sun. Go South and count the penitentiary-born children, whose mothers are colored and fathers white. That tells the story.

"Aside from force, there is a regular organized society of white men and colored women, for which the colored women are as much to blame as the white men. These particular colored women have long since concluded that they would rather wear diamonds and ride in carriages of their own than to chop cotton or wash dishes for somebody else, and be it said to the discredit of this class of colored women and their white gentlemen associates that they are living in clover.

POOR WHITES NOT TO BLAME.

"The poor whites of the South are not to blame for this racial amalgamation, for they and the blacks do not associate. They mutually hate and scorn each other. It is the blue-vein aristocracy of the South that is creating havoc with the morals and social affections in negro homes and mixing the races most alarmingly.

"I have been unable to ascertain what led Governor Northern to tell his Northern audience that the negro has the same chance in the Southern courts that the white man has. Southern law is the white man's cloak and the black man's enemy.

It is often used to protect the lawless and punish the lawful, provided the lawless are white and the lawful black. It is the dollar that yokes the negro to the stool of humiliation and holds him with a grasp of crucifixion.

"As to lynching," continued the speaker, "I would ask: If lynching is the proper cure for assaults upon women, why do not the lynchers simply lynch the assailants and let lynching drop at that? Why have they victimized some 50,000 others against whom there were no charges of assaults?—The Washington Post.

An Awkward Predicament.

At a function in Honolulu a short while ago an incident happened to a well known citizen which reminded us of the following story:

"The Mayor of a northern provincial town recently gave a fancy dress ball at which all the elite of the town were present. One worthy alderman who was rather stout, wore a pair of rather tight breeches, and, in the course of one of the dances, he felt the seams of his pants giving away. Hastily seeking out his wife, he told her of his dilemma, and she, procuring a needle and thread, sought out an ante-room where she thought they would be free from intrusion while the breach was repaired. The worthy alderman had no sooner pulled off his breeches than two ladies came along the corridor with the intention, as he supposed, of visiting the same room. Mrs. Alderman looked round the room for some place in which to hide her anxious spouse, and opening the first door she came to, she said, 'Quick, John, go in here—there's two ladies coming.' At the same time pushing him through she closed and bolted the door and turned to meet the intruders with a smiling face, when a loud knocking occurred on the other side of the door, and her husband frantically yelled, 'Open the door! Open it quick! I'm in the ballroom!'"

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TIME TABLE.

C. L. WIGHT, Pres. S. B. ROSE, Sec.
Capt. J. A. KING, Port Supt.

Stmr. KINAU,

CLARKE, Commander.

Will leave Honolulu every Tuesday at 12 o'clock noon, touching at Lahaina, Maui, Kona, Kailua, and Lanai, arriving at Hilo Wednesday evening.

Returning will sail from Hilo every Friday at 5 o'clock p. m., touching at Lanai, Kailua, Maui, Kona, Lahaina, arriving at Honolulu Saturday night.

Will call at Pohniki, Puna, on the second trip of each month, arriving there on the morning of the day of sailing from Hilo to Honolulu.

The popular route to the Volcano is via Hilo. A good carriage road the entire distance.

Stmr. CLAUDINE

CAMERON, Commander.

Will leave Honolulu Tuesdays at 5 p. m., touching at Kahului, Hana, Hamoa and Kipahulu, Maui. Returning arrives at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

This Company will reserve the right of making changes in the time of departure and arrival of its Steamers without notice and will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their freight; this Company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk. This Company will not be responsible for Money or Valuables of passengers unless placed in the care of Purser.

Passengers are requested to purchase Tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The Company will not be liable for loss of, nor injury to, nor delay in the delivery of baggage or personal effects of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the purser of the Company's Steamers. Shippers are notified that if freight is shipped without such receipt, it will be consigned at the risk of the shipper.

CLAUS SPRECKELS. * WM. G. IRWIN.

Claus Spreckels & Co.,

BANKERS.

HONOLULU

San Francisco Agents—THE NEVADA NATIONAL BANK OF SAN FRANCISCO.

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